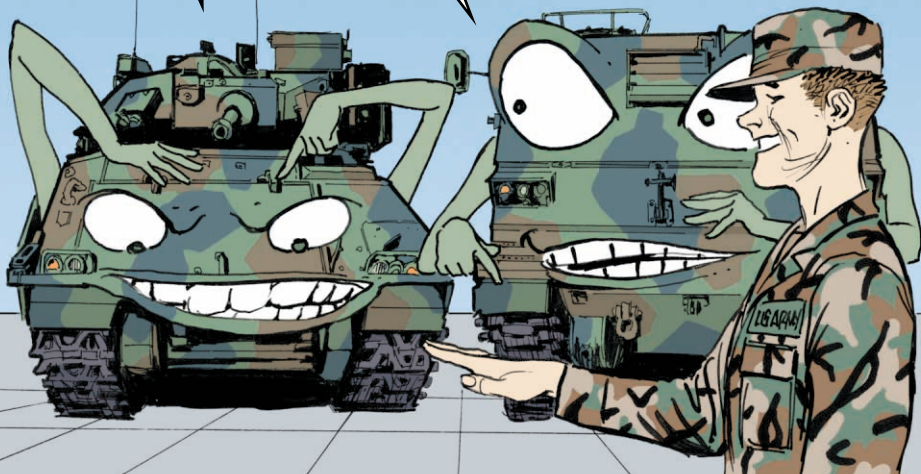


NO MORE CHOICE FOR TRACK

SOMETHING'S
WRONG! I'VE
GOT **ALUMINUM**
TRACK!

...AND
I'VE GOT
A **STEEL**
TRACK!

NOT TO WORRY! ONCE
YOUR TRACK WEARS OUT,
YOU'LL **BOTH** GET **STEEL!**



For years now, official word had it that steel-backed track was best for Bradleys because of its durability and aluminum-backed track was best for MLRS carriers because of airlift weight restrictions. Unfortunately, the official word never seemed to jibe with what units had to do to keep their vehicles ready.

As a result, the Bradley and MLRS fleets contain a hodgepodge of steel- and aluminum-backed track.

Finally, a decision has been made by TACOM, PM Bradley and PM MLRS to go strictly with steel-backed track for **both** vehicles. Aluminum-backed track is still in the supply system, but when current supplies are gone, there'll be no more.

When your aluminum-backed track wears out, replace it with steel-backed track. NSN 2530-01-440-7615 brings the steel-backed Bigfoot pad kit. Get the steel-backed Bigfoot shoe and pad only with NSN 2530-01-442-9686.

So what about those airlift weight restrictions for the MLRS? They still apply, so make sure only **aluminum** roadwheels, NSN 2530-00-801-6702, are used on those vehicles.